

## FIND FAULT WITH Y. Y. C. ATTITUDE

Many Against Yacht Club Abiding by Deed of Gift Restrictions.

NEW YORK, July 25.—That Sir Thomas Lipton is still in earnest trying again to "lift" the America's cup few have any doubt, but whether he or the club through which the negotiations are made with the New York Yacht Club will succeed in getting the New York Yacht Club to agree to the terms proposed no one knows. The New York Yacht Club has announced that it is not in favor of racing for the cup with a yacht built under any restrictions except those named in the deed of gift.

In spite of this announcement, however, there are quite a large number of members of the club, and among them are some of the keenest racing members, who think that the cup should not remain on the shelf, but should be kept in competition, and having been won by the club, they are under the many different rules that the club has adopted since the cup was won in 1851, should be defended again with the America's cup, and it is not at all improbable that if these men should get together and have a good talker to present their views, they would be able to win the cup. In the meantime nothing will be done until some foreign club makes a proposal to the New York Yacht Club.

Sir Thomas Lipton authorized the London Field to make public his suggestions and that paper in its latest issue says:

"We may remind our readers that until Saturday last, June 27th, when the clear and authentic statement made by Sir Thomas Lipton in connection with the America's cup, and the London Field, we have for many years been silent upon the question of the conditions for that race. The reason for this was none other than the fact that we have always believed that unless fair conditions were laid down it would be better that the race did not take place. Every yachtsman in England and America knows that the conditions hitherto insisted upon by the New York Yacht Club were unfair. They were in effect (1) that the challenge be made by a yacht of a more recent date than the defender's, and (2) that the challenger must name his yacht before she is built, while the defender may select the best of as many yachts as he likes. No fair race is a fair race when the conditions are equal for both sides. Unless they are so the race cannot seriously interest the readers of the Field."

It is not a matter of surprise that Sir Thomas Lipton will never challenge again under these old out conditions. No British yachtsman of experience will ever do this, and the New York Yacht Club insists that the challenge must be under the old conditions (1) and 2 of which we have in effect quoted above. Then, so far as we are concerned, the race is off. Sir Thomas Lipton will never challenge again under these old out conditions. No British yachtsman of experience will ever do this, and the New York Yacht Club insists that the challenge must be under the old conditions (1) and 2 of which we have in effect quoted above. Then, so far as we are concerned, the race is off.

## HELP GERMAN CYCLIST

CHICAGO, July 25.—After completing the first American section of a bicycle tour around the world, Robert Helmich, of the Chicago Athletic Club of Shandau, Germany, arrived in Chicago only to be met by the man who rode with him from Riedel, Turner and to have his wheel stolen from him. Assistant Chief of Police Schuetter interested himself in the matter, and a Chicago firm has agreed to supply the tourist with a new wheel. Helmich will start next Monday in company with F. G. Koegel, now a resident of this city, who holds the medal for a walking tour around the world which he finished in 1896, and who subsequently made the circuit of the globe on a wheel. The pair will go to San Francisco, Seattle, and then follow most of the route to Paris, where they will arrive on the 25th of August, with a member of the team to finish the journey.

## EXPECT FOREIGN CARS

NEW YORK, July 25.—Following a meeting yesterday of the racing board of the Automobile Club of America, this statement was given out:

Information concerning entries for the Vanderbilt Cup race from various sources indicate that the list will be larger than ever before, including a substantial number of foreign cars. It is also most probable that a substantial number of foreign cars will be entered in the race, and it is necessary to decide the American team, though many years ago cars are permitted from every country instead of five cars as in previous years.

Application for boxes and parking spaces are being made, and a letter was read from the Automobile Club of America, making requisition for fifty parking spaces. Advice have been received from many

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Performances: 8:30, 9:10, 9:30, 10:00, 10:30, 11:00.  
Admission: 10c; Ladies and children 5c.  
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other clubs to the effect that they are contemplating tours to New York and Long Island at the time of the cup race.

In order that all applications for sanction may be carefully scrutinized, a special committee for this purpose was designated, consisting of Harry G. Clinton, Frank G. Webb and A. R. Hurdington. Race meetings will not be sanctioned except where competent officers are assured that their appointment will be made a condition of the granting of the sanction. The racing rules having been drafted by a committee wherein the automobile manufacturing associations were represented and the necessity for their proper interpretation being essential in the satisfactory conduct of race meets, it is apparent that this can only be secured by an insistence upon competent and unbiased officials.

## TWO OUT OF THREE

[Special to The Times-Dispatch.]  
PETERSBURG, Va., July 25.—By winning this evening's game Petersburg made it two out of three in the series for the America's cup. The first game was played for the championship. Henderson won the first by a score of 4 to 2; Petersburg the second 7 to 4, and Petersburg the last 6 to 2.

The game this evening attracted a large crowd, and the fact that Carl Walker was to pitch, added interest to the contest. Walker sustained his reputation, and with the exception of Henderson, who pitched in the third inning, he held Henderson down to four scattered singles. Pope, the twelfth for Henderson, was hit for four hits, and these hits, coupled with two errors, netted Henderson a run and a hit. The fifth inning the boys hit him for four hits, and these hits, coupled with two errors, netted Henderson a run and a hit. The game was marked by several brilliant plays, particularly the two doubles made by Charn, Ford and Burill, and by Heath and Ford for Petersburg.

The score by innings: R. H. E.  
Henderson ..... 0 0 0 0 0 1 2 5 8  
Petersburg ..... 0 0 0 4 0 1 1 6 8  
Umpire, Wells.

## KAISER AFTER THE CUP

KIEL, July 25.—The Kaiser at various times in the last eighteen months has indicated to the yachtsmen the feasibility of challenging for the America's cup. He has mentioned the American yachtsmen. He would regard the winning of the cup as a great feat of yachtmanship and as likely to stimulate German enthusiasm in the yachting world.

The Emperor recently commissioned Max Oertz, of Hamburg, to design a large racing schooner to replace the America's cup. The schooner is now under construction in Germany. Some of his sonder class boats beat those of the New York Yacht Club in 1907. His Germania, which has about the same measurements as the Meteor, did not win the Kaiser's cup in 1907.

If the Emperor's new yacht comes up to expectations, it is likely that the Emperor will challenge for the American cup.

## MAY ABANDON GRAND PRIX

PARIS, July 25.—At a regular meeting of the sporting committee of the Auto Club of France here a proposition was informally discussed to abandon the Grand Prix, a race which was inaugurated by Marquis de Dion, president of the club, and his friends on the ground that a contest for specially constructed racing machines, with the inevitable attendant accidents and loss of life, was not justified from the standpoint of either sport or as a test of the merits of machines manufactured for the public. A decision was postponed until the September meeting.

The preponderance of sentiment at the meeting seemed strongly opposed to the abandonment of the blue ribbon of the automobile world, and the French have an opportunity to retrieve the disastrous defeat of July 17th, when the event was won by a German car.

## VICTORS COMING HOME

[Special Cable to The Times-Dispatch.]  
SOUTHAMPTON, July 25.—The American liner St. Paul, which sailed for New York after the completion of the American Olympic team, including Melvin Shepard, winner of the 1,500 and 500 meters races, and the others, will leave on their return trip on August 1st.

## FIFE OUTCLASSED

[Special to The Times-Dispatch.]  
COLUMBIA, July 25.—Columbia defeated the Fife ball team here today, 13 to 5. Fife was clearly outclassed in every stage of the game. The victory was won on the firing line for Columbia, which was in good form and proved an enigma to his opponents. Other features of the game were the catching of George Griffin and the playing of Wood on third, who defied the catcher, and the play of Nelson and Griffin.

## BABEL OF WAR CRIES.

LONDON, July 25.—Whether one be interested in the events at the Stadium or not, it is certain that the world's wonderful variety of war cries which break out at frequent intervals. The American teams combine in the shout, "Rah, Rah, Rah, American!" But there are also the individual college cries, such as "Cornell, I yell," an orgy of sound, and the prolonged howl which spells "Y-a-l-e." The "Allez, Allez" of the French, the "Go, Go, Go" of the individual competitors, and the din of an event is marked by a prolonged "bravo."

Here is a table of some of the war cries compiled on the phonetic principle:

Sweden, "Hoorah," four times; Denmark, "Hurrah," nine times; Finland, "Elkoon," three times; Hungary, "Elen," three times; Norway, "Hoorah," nine times; Germany, "Roeh," three times; Italy, "Brava," three times.

Even more interesting, however, than the babel of cheers is the study of the walks, costumes and the physique of the nations now gathered at the Stadium.

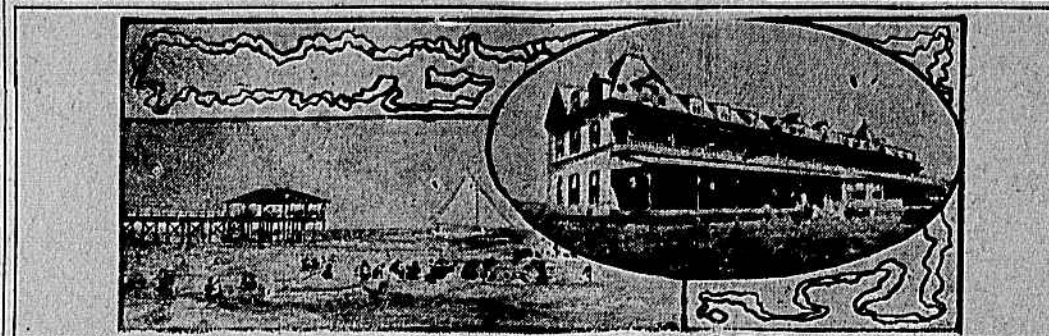
Anglo-Saxon competitors, whether in athletic or ordinary dress, walk with a curiously loose, loose smart and careless placing of the feet, which denote an absence of drill inspectors. The New York policeman as a type looks the closest to the ideal of the most independent to be seen at the Stadium, and the British cyclist is the most independent to be seen at the Stadium. Probably the most wily are the Germans, who are noted for their in-closure in plain clothes, and are distinguished by the rigidity of their necks and an exaggerated throwing out of their chests. They, as well as the French and Italians, cannot but have the easy, lounging walk of the American, or British athlete. They walk about as if the eyes of their spectators were constantly upon them.

## HONESTY COST MONEY

LOS ANGELES, CAL., July 25.—Since the battle between Packey McFarland and Freddie Welsh, at Jim Jeffries' club house, Los Angeles, on July 4th, which was declared a draw, there has been considerable discussion as to whether it was a fair decision. This was induced by McFarland's denunciation of Jeffries after the bout, but as the Chicago fighter was naturally more aggressive and aggressive, too much attention should not be given to the Northern race. The Swedish boxer, who was asked to explain how he arrived at a draw decision, said:

"I gave the decision as I saw the

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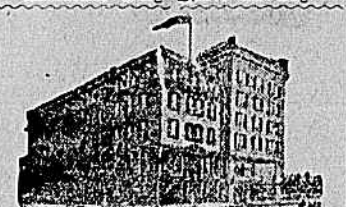
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